

**SECRET**SAPC-2035✓  
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7 October 1955

**MEMORANDUM FOR THE RECORD****SUBJECT: Conversation with Kelly Johnson on 7 October 1955**

The conversation generally dealt with recent performance, modifications, and the scheduling of activities.

25X1A

1. The performance discussed was that described in [ ] (IN 17010). Kelly expressed himself as being extremely well pleased. He expects to begin some longer missions (three to five hours) in No. 2 aircraft early in the week beginning 10 October and in No. 1 aircraft on the 13th or 14th.

2. Later this month, No. 1 aircraft will be laid up for one week for certain modifications which will be or will eventually be incorporated in others. The net effect of modifications now planned is to add some 300 pounds of weight. I am not clear which ones will be incorporated in No. 1 aircraft. No. 1 aircraft will be painted. It already has the modified brakes, at a cost of 34 pounds. I do not believe an automatic pilot is to be installed but understand that it will be installed in the No. 3 aircraft and succeeding aircraft. It has now been demonstrated the aircraft needs only one air cooler, so one will be removed. The paint alone will add 100 pounds. The automatic pilot, brakes, and the R-34 respectively will add 100 pounds, 34 pounds, and 30 pounds net. The structural changes, as a result of static testing, will amount I believe to only 12 pounds.

3. The schedule for the month is roughly as follows: Flight testing will continue the week beginning the 10th with greater emphasis on distance (as noted above). During the week beginning the 17th, structural demonstration will be carried out. This will be considerably more rigorous than proposed by [ ] and will probably take through the 18th or 20th. This will be done with No. 1 aircraft which will then go into the shop [ ] for modifications from the close of business on 21 October through 30 October. During the week beginning the 24th, it is anticipated that General Boyd and Colonel Everest will fly No. 2, probably on the 26th and 27th. I assume this plan of Kelly's is in response to a plan of [ ] but I am not clear that this schedule has been pinned down with General Boyd and Colonel Everest.

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4. Kelly particularly requested that the SAC instructor pilots plan to spend some days in school with Lockheed before going to fly the No. 2 aircraft. He proposes specifically that they spend the week beginning 17 October at Burbank. The following week on the 24th and 25th their time could be spent familiarizing themselves with the aircraft [redacted] On the 26th and 27th they will be present for the test flights by Boyd and Everest. Thereafter, they could begin to put in hours on No. 3 aircraft. It would seem to me that Colonel Yancey and his Operations Officer might well wish to spend the week of the 17th in Burbank along with the pilots so as to become thoroughly familiar with the aircraft. Kelly plans to spend two full days himself with the group during their five days with the training group at Burbank. He will discuss with [redacted] the steps to be taken to complete these arrangements. 25X1A

5. Kelly mentioned that he had a successful meeting with General Flickinger. At the latter's request, [redacted] will meet General Flickinger at Offut Air Force Base on 14 October to persuade General LeMay of the virtues of the pressure suit. 25X1A

6. The main purpose of Kelly's call was to ensure that the C-124 arrives at Burbank at 1000 hours on 15 October to load the No. 3 aircraft.

RICHARD M. BISSELL, JR.  
Project Director

RMB:gjg

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